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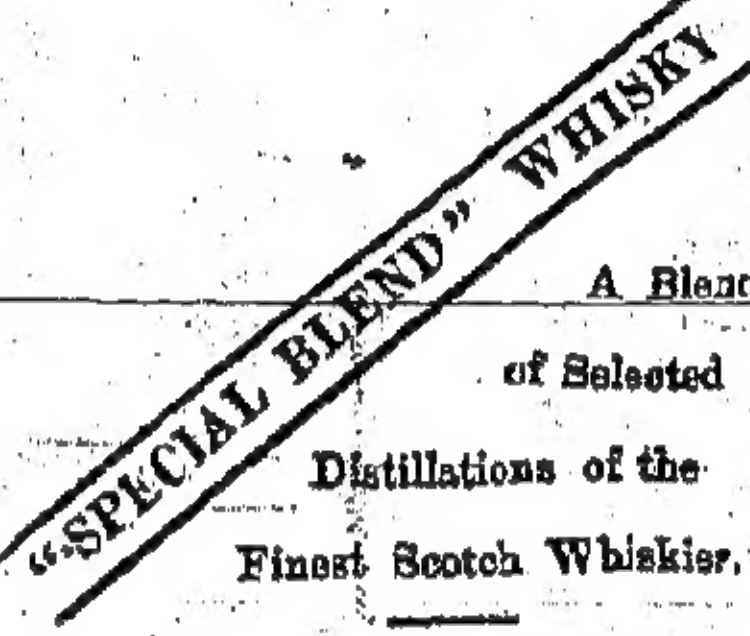
No. 14,758 號十五百七千四萬一第 日五廿月六年十三紀光 HONGKONG, THURSDAY, JULY 27th, 1905. 四拜禮 號七十二月七年五零百九千一英港香 PRICE, \$3 PER MONTH.

  
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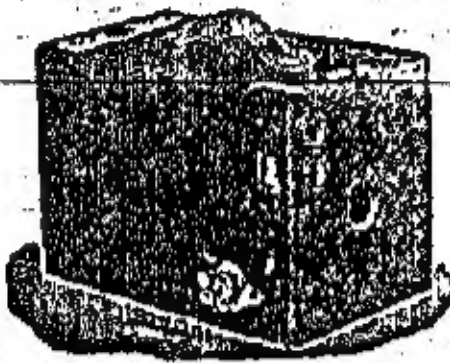
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Hongkong, 31st October, 1902. [a45]

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Hongkong, 7th October, 1904. [194]

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(33)

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Only communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No item is to be signed or communicated as that have already appeared in other papers will be inserted.  
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P.O. Box, 384. Telephone No. 18.

**DEATH.**  
On 10th July, at Peking Shanghai, SUZANNE, wife of E. THIESS, aged 59 years.

HONGKONG OFFICE: 14, DES VUE ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## **The Daily Press.**

HONGKONG, JULY 27th, 1905.

However we look upon it, it is impossible not to feel a considerable amount of sympathy with China. On all sides we find her exposed to the gibes and pranks of upstart nations who seem in her eyes but creatures of a day, and everyone of these has a panacea for her supposed ills, which they are, one and all, prepared to administer without care or thought for her feelings. China is, in fact, very much in the position of a patient with a new disease brought to a hospital; every attendant physician has his own remedy which he is prepared to administer at any risk, and the person of all others the most interested is just the only one whose feelings meet with no regard, as if he were the denizen of another world, without human feelings, or anything akin to human feelings. As we have said, we have our sympathies, and China shares very considerably in them. Still, the situation is not altogether without its ludicrous side; the more so as the situation is very much of China's own bringing about, and the complaints and lamentations which she herself is just now uttering to unsympathetic Powers are very much of the same nature as those ignored by herself when she had the means of refusal. The three principal Powers at the moment on China's horizon are of course, America, Russia and Japan. These states more diverse in their ways and interests could hardly be conceived, and yet they all agree in one thing, and that is ignoring China's wishes and feelings. They are all deeply interested in her well being. In fact their whole conduct is the outcome of the

most benevolent care for her best interests; the patient need really have no fear of the result; the pain undergone in the operation, they assure her, pierces each of them to the heart,—but (there is always a 'but' in these considerate matters) her recovery depends entirely on her submitting herself to their directions.

Japan has been engaged in deadly contest over China's disjuncta *membra* of Manchuria. She and Russia have made the war one a *Voltaire*, and being so, both combatants are ill disposed to have their attention distracted by any damages inflicted on an outsider who comes in the road. Under the inspiration of the United States, who have assumed the position of bottle-holder, both Japan and Russia professed themselves willing, should nothing better appear in sight, to respect "the neutrality of China." Naturally China asked, "What is neutrality?" The reply was akin to that of the showman to the enquiring boy. At all events, it did not commit either belligerent to much; and China, so long as she contented the party momentarily in front, was committed to nothing. Neutrality was, in short, the exercise of neutral functions, and it was for China to find out what they were, and not make herself objectionable by asking questions. China on the whole, jogged of *equilibrium* by Japan, whom she found on the winning side, contrived to make a very fair neutral, and wrote able despatches concerning the duties of interned neutrals. Outside nations naturally nodded their heads in approval; for had not China's action saved them a deal of trouble?

So far so good, but a second fit comes on. America approaches the two belligerents, suggesting they have had about enough of punishment between them; the two agree so far as to name their umpires. China, not unnaturally, conceives that the bone of contention being her property, she is concerned and requires representation. "What cheek!" both the rival hospital surgeons cry out. "The patient used to dictate his treatment. Of course," they add, "the patient must know that the whole treatment is for his good; so he must trust us. Is it necessary to explain to him that he is in safe hands, whose only anxiety is for his recovery?"

But not alone Japan and Russia have this answer ready. America, whom China in her distress had trusted, is equally obtuse. China had made a treaty with the States who, in a moment of gush, both had declared that they were men and brothers. True, neither quite meant it; but that is beside the question. Now, China thought that under the treaty she was entitled to make America her home whenever she felt in the humour, and America thought in so many words she was going to "plant the Shining Cross on China's hills." Sometimes, when individuals come to reflect on their after dinner speeches, they discover what fools they must have been. At all events neither America nor China ever made the attempt to put in practice their lovers' vows. One passed the Chinese Exclusion Act, the other without any such formality excluded. But times change; circumstances compel China to open her doors to a trifle wider, and in America the Exclusion Act is about to lapse. Under the circumstances China puts in her claim to have affairs amended; the American Government assures her of its kindest wishes, and that she may depend on it to look after her interests. But, says the proverb, soft words butter no parsnips, and China, when the times comes, reminds her of her case. It is, of course, the hospital treatment over again. "These patients," sighs the Secretary of State, and turns him over, but neglects to write. Now, as we said, our sympathies are very much with China, and doubtless she has made out a good prima facie case. But does China come into court with altogether clean hands? This is the rub. There is little doubt, looking back over the course of past events, that China has to a very considerable extent brought the trouble on herself. There was a time when China loved to play pranks with her own engagements, and sought her means, by setting one of her friends against the other, of wriggling out of her promises. She has in turn played the game against all three with it, must be acknowledged, but indifferent success. It is doubtless convenient to forget the use she herself made of the Burlingame treaty. She would doubtless also wish buried in oblivion the compact with Russia, the only part of which remaining is that the sum of fifteen million sterling which she was to pay to Russia for enabling her to get rid of foreign (American and English) pressure at Peking, is still a charge against her. Altogether China, has played her cards none too wisely, and she now, in the absence of all outside sympathy, has to submit to indignities against which

she somewhat lamely protests. Altogether, while the situation is undoubtedly hard, and while we are willing to acknowledge as a wholesome sign her somewhat tardy appeal to patriotism, we are not convinced that her attitude is altogether a wise one.

Two more plague fatalities yesterday made the total record 264.

The enquiry into the circumstances attending the sudden death of Gunner Sampson, R.G.A., has been adjourned till Monday.

The Hon. Whitelaw Reid has given £100 to the Union Jack Club in order that a bedroom may be available there for the use of American sailors.

The "high personage" referred to in the article (page 3) "Germany in Shantung," is said to have been the German Minister, Baron von Munster.

The *Jeau* cruiser, Capt. A. H. Christian, which has been on the Mediterranean Station, was sent to Chatham to pay off and be recommissioned for service in the China Fleet.

For travelling on a train with a used ticket, Mr. F. A. Hazeland yesterday ordered Chaw Kwei Yau, a shrewd from Shelley Street, to pay a fine of \$15 or go to goal for one month.

Mr. R. Silverstone, agent, informs us that the P.M.S.S. Co.'s s.s. *Manchuria*, with the Congressional Party, including Secretary of War Taft, and Miss Alice Roosevelt, on board, will leave Yokohama to-day, the 27th. They will be due in Hongkong on or about the 13th of August.

From a poem in the *Spectator*, by Ernest Myers, apostrophising Japan, the following is worthy of quotation:—  
Ye have learned our lore of the glorious seas,  
Ye have proved it pure and true,  
But your faithful sign, your scars of seas—  
God grant that we learn them of you!

We hope some clever detective may be interested by this paragraph. Passing in a chair through that section of Wellington Street that lies between D'Agular Street and Pottinger Street, a European lady was struck on the shoulder by a stone thrown from an upper verandah on the north side. Someone in this locality is making a practice of throwing at Europeans, as this is the fourth incident of the kind within a short time.

Members of the Hongkong Volunteer Corps and others will regret to learn of the death of Gunner Arthur Newberry, which occurred at the Military Hospital on Tuesday night. For sometime past Newberry suffered from paralysis of the liver, and was removed to hospital on Thursday last. For the past year and ten months deceased has capably filled the position of storeman to the Volunteer Corps, and was very popular with the members thereof. After nearly 21 years service in the army he was entitled to retire on pension in November of this year. The funeral will leave the military hospital this afternoon.

## CORRESPONDENCE.

KOWLOON WHARF AND GODOWN CO.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—With reference to the letter in your issue of this morning signed "Interested party" (it is a pity the author did not sign his own name so as to dissipate from the reader's mind the idea that he is probably the disappointed and no doubt, somewhat irate late chef of the Hotel), I think the tiffin hour is a recognized custom in Hongkong, and if a business man elects to spend a portion of this time in attending to the affairs of the Hotel I do not think it is any one's business but his own. I must confess I think he is spending his time more profitably than if he frequented the Club Bar for a quarter or half an hour before his tiffin. If interested Party is really a shareholder in local stock and not the late chef I would suggest less writing on this subject; and I have no doubt you would receive numerous urgent requests not to write leading articles on the subject.—Yours &c.

A. TURNER.

July, 26th.  
The writer of the letter was not the late chef, he was "really a shareholder in local stock." As it was, we were more in sympathy with Mr. Turner's view than his, so far as the letter was concerned. We regret the tone of Mr. Turner's communication; but publish it on the principle of *and aliter* *pariter*.

We may point out, perhaps, with regard to our own comments on Mr. Turner does not specify any point to which he objected. Does he suggest that Board Meetings are customarily held in the "tiffin hour"?—P. ED.

## SUPREME COURT.

Wednesday, 26th July.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

CAROLINE SCHMIDT v. A. MOORE.  
The plaintiff, who carries on the business of a gunsmith at Nos. 5 and 6 Beaconsfield Arcade claimed from the defendant the sum of \$82, due on goods sold and delivered.

Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) represented the plaintiff.

The defendant admitted the purchase and receipt of the goods, but said he had paid the amount due in full. This the plaintiff denied.

Defendant—I gave the money to a friend of mine to pay to Mrs. Schmidt, and he got a receipt for me.

His Honour—Where is that receipt?

Defendant—I have lost it.

His Honour—It is clear that the money is due to the plaintiff, and equally clear that the defendant has not paid her. Judgment for the plaintiff with costs.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## GUBERNATORIAL APPOINTMENTS.

London, 26th July.

Lord Chelmsford has been appointed Governor of Queensland, and General Sir Forester Walker, Governor of Gibraltar.

## THE KAISER'S TOUR.

London, 26th July.

The Kaiser is expected to visit Copenhagen.

## SOUTH AUSTRALIA.

London, 26th July.

The South Australian [Provincial] Government has resigned.

## RUSSIAN RIOTS.

London, 26th July.

It is announced that Nijni Novgorod is now held by the rioters.

## FOURTH TEST.

AUSTRALIANS START SECOND INNINGS.

London, 25th July.

Despatched 10.55 p.m.

When play resumed at Manchester, Jackson finished his innings, making 113.

The English innings ended at 446 runs. Individual scores remaining were:—

Arnold	25
Rhodes (not out)	27
Lilly	28
Brearely	0

Australia's first innings was closed for 197, the best contribution being 73 by Darling.

Following on, Australia scored 118 for the first wicket.

[REUTER'S SERVICE.]

## THE DISAFFECTION IN RUSSIA.

London, 26th July.

The disaffection is spreading in the Russian army and navy.

## THE FOURTH TEST MATCH.

London, 24th July.

The fourth test match has commenced. The weather was fine and 20,000 people were present. The wicket was good. England made 352 for 6 wickets, including Hayward 82, and Jackson not out, 168.

## H.M.S. "GLORY" TORPEDOED.

GOOD PRACTICE ON THE CHINA STATION.  
A naval correspondent of the *Daily Graphic* photographs of an 18in. torpedo, with collision head, used for practice on the China Station, after hitting H.M.S. *Glory*. That journal says:—For the purpose of the trials the vessel was divided up into two divisions, which took up positions about four miles apart. At a given signal they started towards each other, so as to pass at a distance of about 1,300 yards, steaming at unknown speeds. When abreast each ship fired her torpedoes. The *Glory* was hit three times. The *Andromeda* fired two torpedoes, both of which struck their targets.

## THE CANTON-HANKOW LINE.

The Paris edition of the *New York Herald* publishes the following telegram from Washington:—

China has agreed to a proposition to pay the China-American Development Company \$7,000,000 for the surrender of the concession for the construction of a railroad from Canton to Hankow for which China gave a concession in 1897.

Mr. Pierpont Morgan controls the major portion of the stock of the company and, as he is willing to sell, it is expected the directors, at their meeting early in July, will approve of the deal.

Mr. Morgan holds Chinese bonds issued to the company, presumably these will be surrendered together with the concession. The above statement seems to be somewhat in advance of what has taken place. Negotiations have been proceeding for some time, but no conclusion has yet been reached. The sum of \$7,000,000 mentioned is not the amount fixed, but is probably the amount at which the American syndicate would like to sell out. Meanwhile we hear that H.E.B. Sheng is in Peking, and that his health is again not very robust.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 10.55 a.m. A depression has formed off the coast to the South of Swatow. Bad weather will prevail in the S. part of the Formosa Channel.

At 11.55 a.m. The barometer has fallen over Formosa and the S. and S.E. coasts of China. Returns from the North are not yet to hand, but yesterday afternoon the deep depression was still lying to the Northwest of Wei-hai-wei. Strong winds to gales from W. and S.W. are likely to continue blowing over the China Sea.

Forecast:—Fresh to strong W. ind, squally, thunder showers.

## BAD WEATHER ANCHORAGE.

With reference to the Shipmaster's position regarding Junk Bay being used as an anchorage, we are asked to publish the following correspondence:—

(Chamber of Commerce, 10th July, 1905.)

SIR,—As a result of the prosecution of Capt. Olsen, of the Norwegian Steamer *Oscar II*, for anchoring in Junk Bay, my committee have received letters from several masters of steamers trading in and out of Hongkong, pointing out the great hardships that will ensue if Junk Bay be closed as a temporary anchorage. I beg to enclose copies of these letters. It has been pointed out that Junk Bay has been used for a great number of years as a safe anchorage for vessels making the port of Hongkong and arriving after dark. If vessels have to remain at sea all night, standing off and on, rather than accept the hazard attendant upon entering the port after dark or during bad weather, the risk incurred is increased very considerably, as the dangers of a voyage are generally greatest when a vessel is in the vicinity of land. The extra consumption of coal would be considerable whilst a steamer was cruising about outside, and most of it would be saved if the steamer were lying at anchor with banked fires. In foggy and bad weather it would be a great hardship if vessels were compelled to remain at sea outside because Junk Bay was closed as an anchorage and refuge.

My committee would most respectfully urge the Government to consider whether it would not be possible to adopt such measures as would allow the prohibition to vessels to anchoring in Junk Bay to be removed.

I have, etc.

(Sd.) J. E. BINGHAM.

Secretary.

Hon. F. H. May, C.M.G.

Colonial Secretary.

Colonial Secretary's Office,

18th July, 1905.

SIR,—I am directed to acknowledge the receipt of your letter with enclosures of the 10th inst. on the subject of vessels anchoring in Junk Bay, and to inform you that this Government has for some time past had under consideration the desirability of declaring this Bay a port of the Colony.

Arrangements have now been made for the adequate supervision of these waters, and a notification declaring Junk Bay to be a port under the provisions of Section 21 of the Merchant Shipping Consolidation Ordinance 1899 will be published in the next issue of the Government Gazette.

I have, etc.

(Sd.) F. H. MAY.

Secretary, Chamber of Commerce.  
The addition of Junk Bay to the list of authorised anchorages was notified a week ago in the *Gazette*, and in the *Daily Press*.

## FEROCIOUS DOGS.

A. P. Barros, of No. 33 Mosque Junction, was charged before Mr. F. A. Hazeland at the Police Court yesterday with allowing his ferocious dogs to roam at large.

An anonymous letter signed by one of the sufferers was sent to the police complaining about these two dogs and stating that they ought to be taken away and destroyed as they were always biting somebody, and the owner took no notice of complaints.

Li Ying and Kwong Guan, two small boys, stated that they were walking quietly along Mosque Junction when the defendant's two dogs rushed out and bit them. The first complainant was so badly bitten that he had to be removed to hospital.

Defendant said the dogs would not bite unless they were teased. He could not say whether they had bitten the complainants as he was not at home.

His Worship—Will you allow the police to destroy the dogs?

Witnesses—Yes, Sir.

His Worship (to Inspector Goulay)—Let these two dogs be destroyed. I am quite satisfied that they are a menace to the neighbourhood. After they are destroyed I will give my decision; meantime the case stands adjourned for a week.

## A RECALCITRANT SEAMAN.

J. Baynash, A.B., of the sailing ship *Law Hill*, on Tuesday asked permission to take a run ashore. This Captain Jarvis refused, stating that the man's services were required on board. Baynash then went forward, got his belongings together, and was going towards the gangway when the captain asked—"Where are you going?" "Away from the ship altogether," retorted the seaman. He was, however, prevented from going ashore until he appeared before Mr. F. A. Hazeland at the Police Court yesterday to answer the charge of disobeying his captain's lawful commands. Defendant had nothing to say in defence, and was committed to goal for three weeks with hard labour. Should his vessel sail before the expiration of his sentence he will be re-shipped.

## "CALCHAS" CARGO PAID FOR.

The *Times* Marine Insurance correspondent writes:—

I learn that the Russian Government has just paid compensation for the flour cargo in the British steamer *Calchas*. This cargo was seized and afterwards declared to be non-contraband by the Russian Courts; the flour had not been insured against war risks. The wheels of justice seem to move slowly in Russia, but it is satisfactory to record that they do move. Underwriters grumble a good deal about Russia—and with ample reason—but there is even more grumbling against Japan. Most of the Japanese condemnations of captured steamers were inevitable—the cases of the *Boatsman* and the *Purao* are exceptions—but the manner in which steamers and cargoes were sold before being tried and evidence was shut out has been strongly resented.

## THE AMERICAN BOYCOTT AT SHANGHAI.

THE FIRST STEP.

We take the following from the *N. C. Daily News* of the 22nd instant:—As a start, quite a number of shops doing business in the Settlements sent in on Thursday afternoon, 20th inst. (the commencement of the boycott on American goods and manufactures) voluntarily written declarations to the Committee in charge of matters, solemnly undertaking neither to buy nor sell any American goods such as picnic goods, kerosene oil, cigarettes, and the like, until such time as, by mutual agreement between the two Governments concerned, the object of the present boycott has been obtained by China. It will be remembered that at the mass meeting at the Westgate merely verbal undertakings were asked for by the speakers and a show of hands. The step voluntarily taken by the native shops referred to above will doubtless be followed by every Chinese firm and association of importance in this and other ports. Indeed, late on the same evening a dispatch was received from the Educational Association of the neighbouring prefectural city of Sungkiang, representing the various schools and colleges of modern learning in that place, also voluntarily binding themselves not to purchase or use anything coming from the United States.

An interview between Tseng Tso-tai, Chairman of the Committee in charge of matters relating to the American boycott, and U. S. Consul-General Rodgers, took place on Thursday, 20th instant, a report of which in the *Shanghai Daily News* appeared in the morning. After stating that he had been called on important business to Chiating (Kobling) on the 11th instant, Tseng Tso-tai said that he received, while there, on the 14th and 15th instant, dispatches respectively from the U. S. Consul-General; Yuan Tsotai, of Shanghai; the Optician, Mr. Chang Ch'ien, and Tsotai Sze Tsing, head of the Executive Committee of the Silk Guild, all of whom earnestly exhorted him to return at once to Shanghai. According to the 17th he (Tseng) returned to the port. On both the 18th and the 19th instant he wrote to the U. S. Consul-General to arrange for an interview, but Mr. Rodgers owing to being occupied with other important business in the morning and he, himself, having engagements in the afternoon there was no interview until the 20th instant. "Mr. Rodgers asked me," states Tseng Tso-tai, "whether I had seen his letter to Yuan Tsotai, to which I replied in the affirmative. I also stated that I replied in the telegram which Yuan Tsotai had sent to Minister Rockhill, in Peking. Mr. Rodgers then asked me whether I remembered our interviews both in this Consulate and at the Chew Garden in which we had conferred on the question of waiting six months before doing anything more in the matter. To this I replied that I remembered that when you said that you wanted six months. This, however, was at once refused to do. Mr. Rodgers then said that this was not the time to deal with the matter in hand since the U. S. Congress would not assemble until November next. We replied that circumstances altered cases. As for instance two months ago that day, there was an interview between ourselves. That day was a Sunday, a day in which I never did business, but owing to the great importance of the impending crisis I broke my strict rule of life and attended the meeting. Indeed, I dared not do otherwise than attend at your invitation. Again, for instance, if some Power were to make a descent on the Philippine Islands for the purpose of seizing them, and that at a time when Congress had not yet assembled, would you wait until Congress had assembled to decide matters, or would you not at once send troops and warships to oppose the invaders? Mr. Rodgers replied that this was a case of national danger and was not on a par with arranging a treaty. 'Yes,' I replied, an 'ordinary treaty may wait until Congress has reassembled but you can hardly call the present crisis an ordinary one. When our Government proves itself unable to protect, then the people must rise up to do so. According to the treaty when it is signed, the matter should have been taken up before Congress dissolved last year. Why should they have waited until now?'

"Mr. Rodgers—Our Government has already decided to revise for the better the next treaty. Moreover, I received a telegram from our Minister at Peking expressing a wish to settle matters at an early date." I said that this was very good news and asked Mr. Rodgers if he would give me a written promise that if matters would be immediately settled so that I could show it to every one interested in the crisis. Mr. Rodgers said—"I cannot conveniently give you such a written document but surely you believe what I tell you?" I replied that of course I had the utmost confidence in the truth of Mr. Rodgers's words but that I was afraid that other people would not believe my words. Mr. Rodgers then asked me to use my influence as a member of the Chinese Chamber of Commerce to persuade our people to be patient and wait for our respective Governments to settle matters. Moreover, that if a change in the ordinary course of things should take place (Mr. Rodgers) was afraid that unfriendly relations between the two countries would follow. I replied that what he said that we should patiently wait for our respective governments to ratify the treaty was perfectly right, but every one had the liberty, and right to stop purchasing goods of American manufacture, if he or she wished to do so. 'Not only is it impossible for your honorable country to interfere with our liberty in this matter, but even our own Government cannot coerce people into buying any special goods, if they do not care to do so.' Mr. Rodgers said that the U. S. government was really desirous of revising for the better the treaty; it was only the U. S. Customs officers who were irritating Chinese visitors. Finally I said that as there would be a mass meeting in the afternoon at 4 o'clock, I would tell the meeting what the U. S. Consul-General had said, and his wish to settle matters amicably. 'If,' said I, 'my people are willing to postpone matters I will give you a reply within three days. If they should be dissatisfied you must pardon me if I cannot do as you would wish.' We then shook hands and when we parted it was already 12 o'clock."

Effect of Peace Negotiations on Korea.  
The *Daily Shimpo*, of July 5th, commenting upon the latest peace negotiations will have with respect to Korea, observes that the administrative power of Korea, diplomacy, finance, and communications are at present in the hands of Japan, but we think it will be advisable to further establish our prerogatives in this country, for the Korean Government following the natural diplomacy and intrigues of the nation, as a whole, would seem rather to desire to secure independence by soliciting the political interference of other powers. The right of power over this country is Japan's according to every law of victory, and it therefore behooves us to use all lawful means to secure and retain the same.—*Translator, Seoul Press.*



## GERMANY IN SHANTUNG.

The *N. C. Daily News* says:—In the *China Times* of the 24th instant there is what we call a rough translation from the *Nichi Nichi Shinbun*, of Tokyo, of a report of an interview by the latter paper's special correspondent at Peking with a German "high personage". It will be seen from the following summary that it is a very interesting report; how far it is authentic we cannot say. The correspondent began by saying:—

"On December 15, 1904, Germany demanded the following four things, but was refused on June 1st this year. Is this true?"

"(1) Only Germans are to be allowed to use machinery for mining along the railway, and if it is not to be allowed to use machinery for mining, they must follow the old method of hand mining."

"(2) Chinese are not to be allowed to use machinery for mining. They must follow the old method of hand mining."

"(3) If there shall be a new mine discovered by Germans within five miles of the railroad, the mine shall be worked by the Germans; and if it is not to be worked by the Germans, the mine shall be worked by the Chinese."

"(4) Chinese officers are not to interfere with Germans using machinery for mining."

From the replies of the "high personage" it was gathered that Germany did make those demands, though it is represented that the third item, which means the German built of territory from twenty to thirty miles, was not exactly a demand. The refusal to allow the Chinese to use machinery is very positive. Chinese mines worked on their primitive methods could not possibly compete with German mines worked with modern machinery, and sooner or later the Chinese would have to sell out to the Germans.

The correspondent next asked whether it was true that the lease of Kiaochow Bay contained a stipulation that "whenever any business of importance is undertaken in Shantung, the Chinese Government must have the consent of the German Government, either to employ foreigners or to use foreign materials." The answer was evasive. "The German Government has not published it yet; therefore I am very sorry I cannot answer you clearly on this point."

The next question was in reference to the provision in the original contract, that the Shantung railway was to have Chinese shareholders. "Are there any Chinese shareholders of this railway, and if so, what proportion do they bear to the rest?" The answer to this was: "I cannot answer you exactly on this point, but there may be some shareholders among the Chinese." Probably this should read: "There may be some Chinese among the shareholders." The correspondent then asked whether it was not the object of the Shantung railway to divert to Tientsin the trade of Chihai on the north and traffic from Shanghai in the South. The answer is somewhat evasive: "Yes, it has for its object to make free the China inland trade."

Then came a long question and answer about the Tientsin-Chien-Kow railway, from which we learn that Germany is fully in accord with England in this matter, and has not demanded the right to build a railway from Tientsin to Tientsin. "The 'high personage' says: 'I am very sorry to have seen recently that there are many misleading articles regarding Germany in Japanese as well as in Chinese papers.'"

In answer to further enquiries, the "high personage" admitted that the Shantung railway telegraph lines were being converted to public use but only until the Chinese established their own lines, and he explained that "the desire of Germany in Shantung is wholly for the forwarding of her commercial interests and to get as much profit out of it as possible, so whatever military or economic steps China may prepare in Shantung, Germany will be pleased to accept them for the opening of that province."

Returning to the Haichow issue, the correspondent asked why Germany did not get the consent of China before undertaking the survey which had caused so much alarm, to which the very commonsense answer was given, that if China had been asked, she would undoubtedly have refused. The "high personage" admitted that Haichow would make a very valuable base of operations, with access to Anhui, Honan, and the heart of China, but added that Germany had not the slightest hope of carrying out any such designs.

The "high personage" then admitted that Germany had suspended her commercial treaty negotiations with China, saying the suspension was a move to force the Chinese to sign the Tientsin-Chien-Kow railway contract, but the negotiations had been resumed, and there is nothing about a base at Haichow in the new treaty. The disagreeable attack on a Chinese official on the Shantung railway was then explained. Asked as to how the Shantung railway treaty which gives Germany a monopoly in that province was connected with the "open port" principle, the "high personage" replied: "Well, the word 'open port' was born after the Shantung treaty."

The correspondent pointed out that the Kaiser had just shown himself very keen about the open door in Morocco, and, he said, "I sincerely hope the Germans will stick to it themselves for the sake of the future peace of the Far East." Answer: "Oh yes, it must be so."

The correspondent then asked about the friendly relations now existing between Japan and Germany, and he said in his report to the *Nichi Nichi* by saying: "From the above, I hope your readers may grasp the general idea of the Shantung question from the German point of view. It would be not only to my happiness but to my great honour if it be a help, somehow to facilitate closer relations between Germany and Japan."

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## AMERICANS TO MANUFACTURE IN GERMANY.

## THE RESULT OF THE NEW TARIFF.

The American Association of Commerce and Trade in Berlin reports that the prospect of prohibitive German duties on American imports after March 1, 1906, has caused three American companies to prepare to build works and manufacture in Germany. These companies do not expect that the United States Government will be able to arrange a reciprocity treaty whereby American exporters may avail themselves of the lower tariff provisions for countries which give German exports correspondingly lower duties.

"It is a possibility that American manufacturers who desire to sell anything to Germany and the various European States that have entered into reciprocal agreements with Germany will be obliged to manufacture here or manufacture at home for 40 per cent. less than the Germans do."

German competitors in the machinery trade, typewriters, sewing machines, electrical specialties, and agricultural implements are, according to German trade papers, planning for enlargement of plants in anticipation of the destruction of a part or all of American import trade in their lines.

It is evident from the above announcement that the American Berlin Association has grave fear that the proposed commercial treaty with the United States which is in course of preparation for submission to the Washington Government in July, will not be successfully negotiated. The German Government's draft of views on the treaty is based upon reports from German Chambers of Commerce and other commercial authorities. The Dusseldorf Chamber of Commerce, one of the most influential in the Rhine-Westphalian manufacturing district, sends to the Imperial Chancellor, Prince von Bismarck, a memorial in which these fundamental principles are laid down:—

I. "The old Prussian treaty of 1828 must either be formally cancelled or extended to the German Empire with binding force for the United States."

II. "If that treaty be cancelled it must be replaced by a treaty of comity and navigation between both countries. Among other things such a treaty must regulate the general navigation and commerce between them; define the rights of citizens of one country while stopping in the other; and prepare the way for the extension of copyright arrangements and the promotion of postal intercourse."

III. "A tariff treaty with the United States must be sought wherein one concession shall be balanced by another, fully or approximately equalling it."

Section 4 calls attention to Section 4 of the Dingley law, which permits reciprocity concessions for only two years, and expresses doubt whether the United States Government is in a position to make a treaty at all without further legislation and whether the Government of the United States could get from her Congress the right to conclude a treaty for longer than five years; and then demands, in case the treaty negotiations lead to no practical result, that the general German Customs be applied to the imports from the United States.

Section 5 suggests that some alteration to the export business of each State could be secured by the United States continuing lower rates of duties on German goods in a list provided for by the Saratoga agreement, to which Germany would answer with equivalent compensations, but not with treaty rates throughout as conceded to other countries.

VI. "Whatever arrangements are made, it must contain a provision for supplying free of cost the publication of official lists of goods with regular supplements, and for the settlement of tariff differences by arbitration. The treaty must provide for contesting tariff decisions through diplomatic channels, for a free circulation of samples of goods from each country, and must pledge itself to accept findings of scientific bodies of the other State as to the composition of food products."

The suggestion in this last section, that the American Government should keep the German exporters thoroughly posted on tariff changes, free of cost, is, we believe, novel, and in view of the exacting demands put forward by the German Chambers of Commerce generally, the fears of the American exporting interests as to the future of their trade with the country seem to rest on solid grounds. The American Government, for their part, although their views on reciprocity with Germany have not yet been made quite clear, are more or less in a quandary. With the exception, perhaps, of the warlike Mr. Shaw, they appreciate the value of peaceful trading as much as do the traders themselves, but any treaty they may prepare must needs conform to their view that "favoured nations" are not entitled to concessions made by treaty to a particular country, and that view the Senate are not likely to sanction.—*Commercial Intelligence.*

MR. SANDOW'S ENTERTAINMENT.

A very small company attended at the Theatre Royal last night, the typhoid symptoms probably being responsible. His Excellency the Governor did not appear. (The exact number upstairs was 22.) A remarkable performance on the trapeze, (Mr. August Dewall) opened the programme. He sat on an ordinary chair, the back legs of which rested on the swinging bar. The exercises by Sandow and his pupils were slightly varied to afford the necessary spectacular change. The "trick" music by Mr. John Dorcasani was very clever. Sandow's feats of strength astonished all; and the wrestling by amateurs and professionals closed the most excellent performance.

H. E. CHOU FU.

THE EMPRESS DOWAGER'S TEMPER.

A private letter from Peking states that under advice of a certain friendly member of the Grand Council, His Excellency has presented a memorial to the Throne asking to be permitted to return to his former post of Governor of Shantung. In his letter to the Viceroy the Grand Council in question said that the Empress Dowager has of late, owing to advancing age, disliked to show the heat of temper which she hitherto had the reputation of having, and to this, luckily for him, Viceroy Chou Fu escaped the summary treatment which would surely have been dealt him, had a similar number of denunciatory memorials been presented against him, say, five years ago.—*N. C. Daily News.*

THE INTERNATIONAL MARITIME CONFERENCE.

The importance to the trade of Liverpool, and of the Empire of the meeting held last month in Liverpool must be recognized. A very full report of the whole proceedings has appeared in the *Shipping Gazette*. The subjects down for discussion were—(1) Limitation of Shipowners' Liability; (2) Mortgage and Maritime Law as to Freight; but want of time prevented the last topic from being touched. The success of the meeting was due to three factors:—First, the tactful but firm chairmanship of Mr. Justice Kennedy; secondly, the great willingness of the foreign delegates to meet British opinion by substantial sacrifices of their own productions; and lastly, the meeting was essentially one of business men, representing every interest connected with our maritime trade, rather than of lawyers. It is obvious, says the *Times*, that a series of national codes differing widely one from another cannot be unified unless all concerned are actuated by a spirit of reasonable compromise; but rules of law which have lasted for generations become national habits of mind, and to give them up needs an effort, and compromise may well be difficult. And yet upon the subjects of this conference, as upon subjects of collision at previous conferences, the foreign representatives were most considerate in their thorough recognition both of the commercial importance of British shipping and of the interest borne, and on at least two important points really gave up their own rule for ours. Great Britain was represented by some 40 delegates; of these who attended throughout there were some 10 lawyers and 25 business men; the latter mostly present in a representative capacity on behalf of leading commercial associations, such as the United Chamber of Shipping of the United Kingdom, the Liverpool Steamship Owners' Association, the London Steamship Owners' Association, the United Kingdom Mutual Steamship Owners' Association, the London and Liverpool Chambers of Commerce, the Institute of London Underwriters, the Glasgow Underwriters' Association, the Liverpool Average Adjusters' Association; and, in addition, banking was represented by the general manager of the Bank of Liverpool, and the corn trade by Mr. H. Harrison, of Liverpool.

The meeting of this country to the Brussels Diplomatic Conference was brought before the meeting by Mr. Beaumont, Prime Minister of Belgium in former Governments, and President of the International Maritime Committee, who introduced the subject by a statement of the present position. He said that the International Maritime Committee's collision and salvage as the first subjects for treatment as long ago as 1897. After prolonged consideration two codes were drawn up which embodied the common views expressed by the representatives of all nations at the conferences of the committee and were supported by resolutions of the chief commercial bodies in this and other countries. At the instance of the Belgian Government a Diplomatic Conference met at Brussels in February last for their consideration, and approved them. At that conference Belgium, the Congo State, France, Holland, Italy, Japan, Norway, Portugal, Roumania, Russia, Spain, Sweden, and the United States were officially represented, but Austria-Hungary, Germany, and Great Britain were not. Austria-Hungary has promised its support; Germany has made its support dependent upon that of Great Britain; but this country has as yet not acceded to the wish of the commercial public that it should take part. Mr. Jettellon has recently declared his opinion that a uniform maritime code will exercise a beneficial influence upon the future prosperity of British shipping, and has announced that a conference will be held for that purpose. How much more necessary is such uniformity for the infinitely more numerous maritime relations which exist between Great Britain and foreign countries! The two codes in question, with the exception of the proportional rule where both vessels are at fault for a collision, and the abolition of the defect of compulsory pilotage, will exercise a beneficial influence upon the future prosperity of British shipping, and has announced that a conference will be held for that purpose. How much more necessary is such uniformity for the infinitely more numerous maritime relations which exist between Great Britain and foreign countries! The two codes in question, with the exception of the proportional rule where both vessels are at fault for a collision, and the abolition of the defect of compulsory pilotage, will exercise a beneficial influence upon the future prosperity of British shipping, and has announced that a conference will be held for that purpose. How much more necessary is such uniformity for the infinitely more numerous maritime relations which exist between Great Britain and foreign countries! 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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and special business matters to the Editor. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued. Telegraphic Address: Press, Codes: A.B.C., 5th St. P.O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS

## TO LET.

FURNISHED ROOM with Board for a Bachelor. Terms Moderate. Splendid View of Harbour. Apply by letter to—G. Care of Daily Press Office. Hongkong, 27th July, 1905. [1768]

## WANTED.

AN EFFICIENT SHORTHAND WRITER and TYPIST, for an important Commercial business in Shanghai. Apply, stating age, experience, speed and salary required, to—“OMEGA.” Care of Daily Press Office, Hongkong. Hongkong, 27th July, 1905. [1767]

## FOR SALE.

NEW STEAMER about 6,000 tons capacity on 22 feet, 11 knots. “Green Decks 7 1/2” PASSENGER and CARGO STEAMER. Length 260 feet, 14 knots. NEW STEEL SCREW STEAMER about 1,500 tons capacity, accommodation for Passengers. JAMES POWER & CO., 158, Leadenhall Street, London. Telegraphic Address—POUYOR, LONDON. 1768

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY), the 28th July, 1905, at 11 a.m., at their Sales Room, No. 5, Dux Street (Corner of Lee Street), SUNDRY HOUSEHOLD FURNITURE, Also A LARGE ASSORTMENT OF ENAMELLED WARE GOODS, 2 BICYCLES & SEWING MACHINES, and About 900 PANAMA HATS in three different qualities. Terms—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 27th July, 1905. [1769]

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOCHOW. THE Company's Chartered Steamship “EMMA LUYKEN” Captain MATTHEW will be despatched for the above ports on SATURDAY, the 29th inst., at 2 p.m., instead of as previously notified. For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers. Hongkong, 27th July, 1905. [1770]

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship “CATHERINE APGAR,” Captain A. Stewart, will be despatched for the above port on SATURDAY, the 29th inst., at 3 p.m. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents. Hongkong, 26th July, 1905. [1745]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LOYD, BREMEN. JAPAN—CHINA—AUSTRALIA LINE VIA NEW GUINEA. STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUI, BRISBANE, SYDNEY AND MELBOURNE. On TUESDAY, the 22nd August, at Noon, the Steamship “PRINZ SIGISMUND,” Captain Long, with Mail, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. NORDDEUTSCHER LOYD. For Further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 26th July, 1905. [1765]

NOTICE TO SHAREHOLDERS. THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE OF THE COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th AUGUST, both days inclusive. By Order of the Board of Directors. T. ARNOLD, Secretary. Hongkong, 24th July, 1905. [1737]

HONGKONG & SHANGHAI BANKING CORPORATION. NOTICE IS HEREBY GIVEN that the Certificate No. 4005 issued in Hongkong on 23rd September, 1901, for 50 Shares of this Bank numbered 3527/3536 in the name of ANTONIO OSORIO, of Manila, has been LOST, and should the same not be produced before the 28th day of August next, a DUPLICATE CERTIFICATE will be issued to the said ANTONIO OSORIO, and no transaction taking place under the said Share Certificate No. 4005 will be recognised by the Corporation. By Order of the Board of Directors. J. R. M. SMITH, Chief Manager. Hongkong, 26th July, 1905. [1760]

QUAN WAH & CO. GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS. Sole Agents of QUAN TAT & CO., Lime Manufacturers. All descriptions of GRANITE and MARBLE FOR EXPORT. Prices & Estimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 17th January, 1905. [1832]

NOTICE TO SHAREHOLDERS. THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE OF THE COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th AUGUST, both days inclusive. By Order of the Board of Directors. T. ARNOLD, Secretary. Hongkong, 24th July, 1905. [1737]

HONGKONG & SHANGHAI BANKING CORPORATION. NOTICE IS HEREBY GIVEN that the Certificate No. 4005 issued in Hongkong on 23rd September, 1901, for 50 Shares of this Bank numbered 3527/3536 in the name of ANTONIO OSORIO, of Manila, has been LOST, and should the same not be produced before the 28th day of August next, a DUPLICATE CERTIFICATE will be issued to the said ANTONIO OSORIO, and no transaction taking place under the said Share Certificate No. 4005 will be recognised by the Corporation. By Order of the Board of Directors. J. R. M. SMITH, Chief Manager. Hongkong, 26th July, 1905. [1760]

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## NEW ADVERTISEMENT

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. CONSIGNEES per Company's Steamer

“ACHILLES.” are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 1st August. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 1st August, will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 4th August, or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 26th July, 1905. [910]

## PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED. AN INTERIM DIVIDEND of \$3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive). By Order of the Board of Directors. A. SHELTON HOOPER, Secretary. Hongkong, 12th July, 1905. [1655]

THE WEST POINT BUILDING COMPANY, LIMITED. AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant (both days inclusive). By Order of the Board of Directors. A. SHELTON HOOPER, Secretary. Hongkong, 12th July, 1905. [1656]

THE HONGKONG ELECTRIC COMPANY, LIMITED. THE CERTIFICATE for the Shares numbered 19637, 19668, 19675, 21810 and 23780/23781 which are fully paid up, standing in the name of Miss HARRIET MOSS RUTHERFORD COHEN, having been declared LOST, Notice is hereby given that unless the said Certificate be produced to the Company on or before the 31st July, A NEW CERTIFICATE WILL BE ISSUED by the Company, and the old certificate will thereupon be held null and void. GIBB, LIVINGSTON & CO., Agents. Hongkong, 24th July, 1905. [1736]

HONGKONG ICE COMPANY, LIMITED. NOTICE. IN accordance with the Provisions of No. 104 of the Articles of Association the General Meeting of the Shareholders in the Company will be held at the OFFICE OF THE COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th AUGUST, both days inclusive. By Order of the Board of Directors. T. ARNOLD, Secretary. Hongkong, 24th July, 1905. [1737]

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## INTIMATIONS.

JAPANESE CINEMATOGRAF SHOW. THE BEST WHICH HAS EVER VISITED HONGKONG. A FINE EXHIBITION of the Most Interesting Pictures of the RUSSO-JAPANESE WAR. NEW FILMS JUST ARRIVED. TWO SHOWS EACH EVENING. 7.30 to 9.30 p.m. and 9.15 to 11 p.m. 1st Class—50 cents; 2nd Class—30 cents; 3rd Class—15 cents. TENT OPPOSITE CENTRAL MARKET. Hongkong, 25th July, 1905. [1752]

OSAKA SHOSEN KAISHA. HONGKONG OFFICE. IT IS HEREBY NOTIFIED that during the undersigned's temporary absence from this Colony Mr. S. HIROF. will have Charge of this Office. T. ARIMA, Manager. Hongkong, 25th July, 1905. [1753]

NOTICE. IMPERIAL BANK OF CHINA. THE HONGKONG BRANCH of this BANK will be CLOSED on and after 1st August next. Creditors are requested to send in their claims promptly. By Order of the Directors. E. W. RUTTER, Manager. Hongkong, 24th July, 1905. [1753]

TEACHERS WANTED. FOR TIENSIN PUBLIC SCHOOL (under-commissioned). Head Master, salary \$5,000 per annum, with quarters. Kindergarten Teacher, salary \$1,000, quarters, light, heat, attendance. Apply with references to—Rev. J. MILLER GRAHAM, Tientsin. Tientsin, 25th July, 1905. [1748]

COMPRADORE WANTED. WANTED a COMPRADORE by an European firm doing piece goods and general business. Must furnish security for \$50,000. Apply by letter to—R. S. T. Care of Daily Press Office, Hongkong, 6th July, 1905. [1610]

FOR SALE OR CHARTER. THE Auxiliary Yawl Yacht “SNOWFLAKE,” 42 tons, 67 knots speed, excellent accommodation for four persons, Electric Fans and all conveniences, recently thoroughly overhauled, terms moderate, owner leaving for Home. Apply to—WHYMARK & THOMPSON, 82, Saiasi Machi, Kobe, Japan. Kobe, 12th July, 1905. [1716]

NOTICE. THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$2.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS TO INTENDING CONSUMERS:—1. SERVICES up to 50 feet in length will be laid FREE. 2. NO CHARGE will be made for METER. THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company. ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers. The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT. GEORGE CURRY, Local Secretary. Hongkong, 14th June, 1905. [1441]

GOVERNMENT OF BRITISH NORTH BORNEO. REVENUE FARMS FOR 1906, 1907, 1908. TENDERS will be received by the Secretary to the Governor, Sandakan, on or before 2nd October, 1905, for the following Revenue Farms, for the year 1906, or for the three years 1906, 1907 and 1908. OPIUM FARM. SPIRIT LICENSE FARM. PAWN BROKING FARM. CUSTOMS FARM (North Borneo only). GAMBLING RESTRICTION FARM (North Borneo only). For Particulars apply to—GIBB, LIVINGSTON & CO., Agents British North Borneo Co., Hongkong, 24th July, 1905. [1735]

CANTON DISTRICT. LOCAL NOTICE TO MARINERS. No. 76. Precautions to be observed while dredging operations are in progress at the WHAMPOA BARRIER. NOTICE IS HEREBY GIVEN that the dredger Canton River will commence work on the North side of the channel through the WHAMPOA BARRIER on the 24th inst. Vessels using the Front Reach approach to Canton are required to observe the precautions contained in Notice to Mariners No. 74 of the 28th June inst. Vessels should not pass on that side of the dredger from which a Red Flag is flown. J. HOWELL MAY, Harbour Master. Approved. F. J. MAYERS, Acting Commissioner of Customs. Canton, 22nd July, 1905. [1734]

NOTICE TO KOWLOON RESIDENTS. EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTONJEE'S KOWLOON STORE, No. 32, Elgin Road, and at Mr. ALF. EAVE'S FERRY WHARF STALL. Price 15 cents per copy cash. Hongkong, 22nd December, 1903.

INTIMATIONS. COLD STORAGE. THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cables feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily; Sunday, excepted to receive and deliver perishable goods. WM. FARLANE, Manager. Hongkong, 18th November, 1901. [55]

INTIMATIONS. S. I. ENTING. SURGEON DENTIST, No. 10, DAGUILLAE STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903.

AUTOMATIC MAUSER PISTOLS. CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 3 SECONDS. SIEMSEN & CO. Hongkong, 3rd October, 1903.

RUINART PERE & FILS, REIMS. Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents. Hongkong, 17th May, 1905. [1221]

HONGKONG BUSINESS DIRECTORY. BOOKBINDING. DAILY PRESS' OFFICE. The only office in China having European taught workmen Equal to Home work. IRON MERCHANTS. SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers—General Storekeepers and Commission Agents. 35 & 37, King Loong Street. (1st Street, West of Central Market).

PHOTOGRAPHER. M. MUMEYA, JAPANESE ARTIST. Bromide and Cyanon Enlargements and also colouring. Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING. “DAILY PRESS” OFFICE. Proofs read by Englishman. STOREKEEPERS. BISMARCK & CO., Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, etc. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO., Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants. 57 & 59, Cornhill Road, New Praya Central.

BOARD AND RESIDENCE. FIRST-CLASS BOARD & RESIDENCE AT “BRAESIDE.” A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Apply to—Mrs. F. W. WATTS, “Braeside,” 20, Macdonnell Road, (late of “Tung Yuen”). Hongkong, 27th June, 1905. [1535]

TO LET. FURNISHED ROOM with Board. Tennis Court. Near Ferry, Kowloon. Apply—“S. S.” Care of Daily Press Office. Hongkong, 3rd June, 1905. [1364]

BOARD AND RESIDENCE. MRS. GILLANDERS. “GLENWOOD,” 27, CAINE ROAD. Hongkong, 19th March, 1904. [761]

TO LET. NO. 3, MACDONNELL ROAD. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 26th July, 1905. [1707]

TO LET. EYELL, Unfurnished. Newly repaired. Painted and Colourwashed. No. 4, BELLIOS TERRACE, 1st Row. No. 21, 3rd Row. No. 20, 3rd Row. 3 FRONT ROOMS in No. 15, Queen's Road Central, (over Messrs. Calbank Macgregor & Co.'s premises). No. 1, DES VREUX VILLAS BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental. 2nd FLOOR in Central position, containing Four Large Rooms, Laboratory, &c., with use of Electric Lift. Well suited for Office. Apply to—LINSTED & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 9th June, 1905. [90]

TO LET. 16, WYNDHAM STREET. Apply to—E. A. CARVALHO, 14, Arbuthnot Road. Hongkong, 22nd July, 1905. [1724]

## INTIMATIONS.

TO LET. WITH IMMEDIATE POSSESSION “FOREST LODGE” Caine Road. Apply to—H. N. MODY. Hongkong, 2nd May 1905. [1114]

TO LET. FOUR or FIVE OFFICE ROOMS on First Floor of “Hotel Mansions” facing the New Post Office and Hongkong Hotel. Apply—Care of Daily Press Office. Hongkong, 9th March, 1905. [675]

TO LET. DWELLING HOUSES on Fiddler's Hill, occupation from the 1st June. For Further Particulars, apply to—DAVID SASSOON & CO., LD. Hongkong, 6th April, 1905. [907]

TO LET UNFURNISHED—AT THE PEAK. WITH Immediate Entry. LYEE MUN, BARKER ROAD, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road. Apply to—RUSSO-CHINESE BANK. Hongkong, 3rd May, 1905. [1130]

TO LET. IMMEDIATE POSSESSION. No. 2, SELBOURNE VILLAS, (No. 10, KENNEDY ROAD), 8 Rooms. House Servants' quarters detached. Lately renovated throughout. Apply to—MOK KOON YUK, Comptroller Office, Butterfield & Swire. Hongkong, 24th May, 1905. [1225]

TO LET. UNFURNISHED at No. 31, CAINE ROAD. (Possession 1st October, 1905), SIX-ROOMED HOUSE and Garden. Healthy locality. Three storied building. View of Harbour. Apply to—CHOW DART TONG, Care of DARTLY & CO., Top Floor, No. 19, Queen's Road Central. Hongkong, 30th June, 1905. [1632]

TO LET. MEIBION, No. 2, THE PEAK. Immediate possession. Apply to—E. JONES-HUGHES. Hongkong, 6th June, 1905. [1168]

TO LET. A ROOM in COLLEGE CHAMBERS, from 1st August, 1905. Apply to—DAVID SASSOON & CO., LD. Hongkong, 19th July, 1905. [1704]

TO LET. SUITABLE for OFFICES, TWO ROOMS in Prince's Buildings. Apply to—LAUTS, WEGENER & CO. Hongkong, 4th March, 1905.

TO LET. NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905. Apply to—E. A. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 13th May, 1905. [119]

TO LET. GOWDOWN, No. 3, NEW PRAYA, Kennedy Town. Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th June, 1905. [1539]

TO LET. NO. 74, CAINE ROAD. No. 2, MACDONNELL ROAD. COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. [84]

TO LET. HOUSES Nos. 47, 49, 49 & 50, ELGIN ROAD, KOWLOON; Residential Flats with Sitting Room, Bed Room, Bath Room, Electric Gas Fittings, &c.; entirely European style. Rental very moderate. Possession 1st August, 1905. Apply to—CHINA MERCHANTS S. N. CO., 15 & 16, Praya West, Hongkong. Hongkong, 6th July, 1905. [1614]

TO LET. SEVEN EUROPEAN HOUSE







## SHIPPING.

**ARRIVALS.**  
HENIAN, British str., 24th, S. Robinson,  
26th July.—Vancouver 26th June, Flour  
and General.—C. P. R. Co.  
JERWENT, British str., 1,652, Jenkins, 26th  
July.—Saigon 21st July, General.—  
Chinese.  
PHANG, British steamer, 26th July.—from  
Canton.  
GLOVE, British battleship, 19,950, H. W. G.  
Stapford, 26th July.—Wellfleet 22nd July.  
KOWLOON, German steamer, 26th July.—from  
Canton.  
MALTA, British str., 3,201, R. A. Peters, 26th  
July.—Bombay 11th July and Singapore  
21st, Mails and General.—P. & O. S. N. Co.

**CLEARANCES.**  
AT THE HARBOUR MASTER'S OFFICE.  
26th July.  
Cosdam, British str., for Shanghai.  
Jiang, British str., for Swatow.

**DEPARTURES.**  
26th July.  
ACHILLES, British str., for Shanghai.  
BRAND, Norwegian str., for Chinkiang.  
CHILDAN, Norwegian str., for Samarang.  
KAMPO, French str., for Kwangchow.  
KAMPO, German str., for Bangkok.  
PROMISE, Norwegian str., for Amoy.

**SHIPPING REPORT.**  
The British str. Derwent reports: Fresh  
S.W. monsoon to Padaran. From Padaran  
strong W.S.W. and S.W. wind, very high  
following sea and a very low barometer up to  
Gap Rock.

**VESSELS IN DOCK.**  
26th July.  
ABERDEEN DOCKS.—  
Kowloon Dock.—Humber, Progress,  
Magellan, H.M.S. Janus, Pooshan, Kenitworth,  
Kwong Tung.  
COSMOPOLITAN DOCK.—

## VESSELS ON THE BERTH.

FOR SHANGHAI  
(Taking Cargo at Through Rates to THINGTAU  
and CHEKIANG.)

**THE Steamship**  
"EIGER."  
Captain Rafen, will be despatched for the above  
ports TO-DAY, the 27th inst., at 4 P.M.  
For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 25th July, 1905. [1757]

**NORDDEUTSCHER LLOYD BREMEN.**  
NOTICE.

STEAM FOR KUDAT AND SANDAKAN.  
This Cargo of Through Rates to  
TAWAGLADAT, LABUAN, JOLO,  
ZAMBOANGA AND MENADO.  
**THE Company's Steamship**

"BORNEO."  
Captain F. Sembill, will be ready to load for  
the above ports TO-DAY, the 27th inst.  
For Freight or Passage, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 24th July, 1905. [1738]

FOR NEW YORK  
VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE MALABAR  
COAST.)

**THE Steamship**  
"KENNEBEC."  
will be despatched TO-MORROW, the 28th  
inst.  
For Freight & further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department,  
4, Des Vaux Road, Central.  
Hongkong, 22nd July, 1905. [1181]

**DAMPFSCHIFFS-REHDEREI "UNION"**  
AACHEN-GESELLSCHAFT.

FOR NEW YORK.  
With Liberty to Call at the Malabar Coast.  
**THE Steamship**  
"VERONA."  
Captain Debrons, will be despatched for the  
above ports on SATURDAY, the 29th July.  
To be followed by the Steamship  
"ALBENGA."  
Captain Peterson, on or about end of August.  
For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 26th July, 1905. [1468]

FOR SHANGHAI, YOKOHAMA AND  
Kobe.

**THE Steamship**  
"RHENANIA."  
Captain Forck, will be despatched for the  
above ports on SUNDAY, the 30th inst., at  
Noon.  
This steamer has superior accommodation for  
passengers and carries a duly qualified doctor  
and stewardess.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 26th July, 1905. [1761]

NORDDEUTSCHER LLOYD BREMEN.  
IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA LINE.  
FOR YOKOHAMA AND KOBE.  
(REACHING YOKOHAMA IN LESS THAN SIX DAYS)  
**THE Steamship**

"PRINZ SIGISMUND."  
Captain Lenz, will leave for the above places on  
TUESDAY, 1st August.  
This splendid steamer is specially fitted for  
passengers, and is installed throughout with  
Electric Light.  
A fully qualified Surgeon and Stewardess are  
carried.  
For Freight or Passage, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 22nd July, 1905. [1728]

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
**THE Company's Steamship**  
"ZAIDA."  
Captain C. Willis, will be despatched as above  
on TUESDAY, 1st August, at DAYLIGHT.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 24th July, 1905. [1744]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA PORTS OF CALL.	CHUSAN	Brit. str.	—	H. W. Kenrick, B.N.R.	P. & O. S. N. Co.	On 29th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE & C.	FORMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 4th Aug.
LONDON, AMSTERDAM & ANTWERP.	AXAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON, AMSTERDAM & ANTWERP.	IDOMENEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP.	PAKING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd Aug.
LONDON, AMSTERDAM & ANTWERP.	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd Aug.
LONDON, AMSTERDAM & ANTWERP.	ANTONIO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd Aug.
MARSEILLES & C. VIA PORTS OF CALL.	TOKIN	Fr. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 26th Sept.
BREMEN, VIA PORTS OF CALL.	SCHARNHORST	Ger. str.	—	L. Maass	MELCHERS & CO.	On 2nd Aug. at 1 P.M.
MARSEILLES, LONDON & ANTWERP.	BENARTY	Brit. str.	—	Sarcel	GIBB, LIVINGSTON & CO.	About 2nd Aug.
HAYRE & HAMBURG VIA STRAITS & C.	ACILIA	Ger. str.	k.v.	Schulke	HAMBURG-AMERIKA LINIE	On 2nd Aug.
HAYRE & HAMBURG VIA STRAITS & C.	SPEDIA	Ger. str.	k.v.	Ehlers	HAMBURG-AMERIKA LINIE	On 14th Aug.
HAYRE & HAMBURG VIA STRAITS & C.	SAMBIA	Ger. str.	k.v.	Lüning	HAMBURG-AMERIKA LINIE	On 23rd Aug.
HAYRE & HAMBURG VIA STRAITS & C.	RHENANIA	Ger. str.	k.v.	Forck	HAMBURG-AMERIKA LINIE	On 6th Sept.
HAYRE & HAMBURG VIA STRAITS & C.	SCANDIA	Ger. str.	k.v.	Bahle	HAMBURG-AMERIKA LINIE	On 20th Sept.
HAYRE & HAMBURG VIA STRAITS & C.	SLEMA	Ger. str.	k.v.	Tomanoff	HAMBURG-AMERIKA LINIE	On 29th inst. P.M.
TRIESTE & C. VIA SINGAPORE & C.	CHINA	Am. str.	—	—	BUTTERFIELD & SWIRE	On 29th Sept.
GENOA, MARSEILLES & LIVERPOOL.	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
GENOA, MARSEILLES & LIVERPOOL.	YANGTZE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	KENNEBEC	Brit. str.	—	—	CARLOWITZ & CO.	On 10th Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	VERONA	Ger. str.	—	Dobronz	SHEWAN, TOMES & CO.	About 12th Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	INDRAWADI	Brit. str.	—	—	DODWELL & CO., LD.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL.	ST. HUGO	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 2nd Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	VANDALIA	Brit. str.	k.v.	R. Archibald, B.N.R.	CANADIAN PACIFIC R. CO.	On 8th Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	EMPEROR OF CHINA	Brit. str.	1 m.	S. Robinson, B.N.R.	DODWELL & CO., LD.	On 8th Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	ATHEAN	Am. str.	—	T. W. Garlick	BUTTERFIELD & SWIRE	On 14th Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	TREMONT	Brit. str.	1 m.	—	PORTLAND & ASIATIC S.S. CO.	On 12th Aug. at Daylight.
NEW YORK VIA PORTS & SUEZ CANAL.	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	ARABIA	Ger. str.	—	Holms	GIBB, LIVINGSTON & CO.	On 9th Aug. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	TAIYUAN	Brit. str.	1 m.	Lenz	MELCHERS & CO.	On 22nd Aug. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	EMPIRE	Ger. str.	—	Lenz	MELCHERS & CO.	On 1st Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	PRINZ SIGISMUND	Ger. str.	—	H. E. Kitch, B.N.R.	P. & O. S. N. Co.	About 5th Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	PRINZ SIGISMUND	Ger. str.	—	—	JARDINE, MATHESON & CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL.	CANDIA	Brit. str.	—	—	SIEMSEN & CO.	To-day, at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	Rafen	P. & O. S. N. Co.	About 27th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 29th inst. at 10 A.M.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 30th inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst. at 8 A.M.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 1st Aug. at 8 A.M.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st Aug. at Daylight.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	DODWELL & CO., LD.	On 29th inst. at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 29th inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 5th Aug. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 3rd Aug. at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	DAVID SALMON & CO., LD.	On 29th inst. at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 2nd Aug. at 3 P.M.
NEW YORK VIA PORTS & SUEZ CANAL.	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 8th Aug. at Noon.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	3,666	T. W. Garlick	Tuesday, August 8th
HYADES	3,763	Wright	Wednesday, August 16th
LYRA	4,417	G. V. Williams	Friday, September 15th

Cargo only.

CHEAP, FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 22nd July, 1905.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY.	"DALIN MARU" Ohta	SUNDAY, 30th July, at 8 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW.	"CLARA JENSEN" Bendixen	SATURDAY, 29th July, at 10 A.M.
TAMSAI VIA SWATOW AND AMOY.	"PROTEUS" Kraabe	SUNDAY, 30th Aug., at 8 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW.	"FRITHJOF" H. A. Haraldsen	

\* This Steamer has superior accommodation for First-class Passengers, and is fitted  
throughout with electric light.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, & further information, apply at the Company's local Branch Office  
at No. 8, Des Vaux Road Central.  
Hongkong, 26th July, 1905. T. ARIMA, Manager. [14]

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR SHANGHAI

STEAMERS TO SAIL

REMARKS

FOR LONDON & C.

FOR LONDON AND ANTWERP

FOR YOKOHAMA VIA SHANGHAI

FOR FURTHER PARTICULARS, APPLY TO

L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 24th July, 1905. [1]

IMPERIAL GERMAN MAIL  
LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
SAILING DATES.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCHARNHORST	... ..	WEDNESDAY ... 2nd August
PRINZ HEINRICH	... ..	WEDNESDAY ... 16th August
PRINZ EDEL FRIEDRICH	... ..	WEDNESDAY ... 30th August
PREUSSEN	... ..	WEDNESDAY ... 13th September
BOON	... ..	WEDNESDAY ... 27th September
BAYERN	... ..	WEDNESDAY ... 11th October
ZIEHN	... ..	WEDNESDAY ... 25th October
PRINZESS ALICE	... ..	WEDNESDAY ... 8th November
SACHSEN	... ..	WEDNESDAY ... 22nd November
PRINZ REGENT LUITPOLD	... ..	WEDNESDAY ... 6th December
PRINZ HEINRICH	... ..	WEDNESDAY ... 20th December

ON WEDNESDAY, the 2nd day of AUGUST, 1905, at NOON, the Steamship  
"SCHARNHORST," Captain L. Maass, with MAELS, PASSENGERS, SPECIE,  
AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 31st July. Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 1st August, and Parcels will  
be received at the Agency's Office until NOON, on TUESDAY, the 1st August.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO., AGENTS.  
Hongkong, 26th July, 1905. [5]

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OREBRO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAYRE and HAMBURG	On 2nd Aug. Freight.
Capt. Schulke	(Calling at Singapore, Penang and Colombo)	
SPEDIA	HAYRE and HAMBURG	On 14th Aug. Freight.
Capt. Ehlers	(Calling at Singapore, Penang and Colombo)	
SAMBIA	HAYRE, BREMEN and HAMBURG	On 23rd Aug. Freight.
Capt. Lüning	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAYRE and HAMBURG	On 6th Sept. Freight & Passengers.
Capt. Forck	(Calling at Singapore, Penang and Colombo)	
SCANDIA	HAYRE and HAMBURG	On 20th Sept. Freight & Passengers.
Capt. v. Doehren	(Calling at Singapore, Penang and Colombo)	
SILESTIA	HAYRE and HAMBURG	On 4th Oct. Freight & Passengers.
Capt. Bahle	(Calling at Singapore, Penang and Colombo)	
VANDALIA	NEW YORK VIA SUEZ	About beginning of October. Freight.
Capt. Hassé	with liberty to call at the Malabar coast	

\* Special attention of intending Passengers is drawn to the splendid accommodation of these  
steamers. Saloon and cabins amply lighted throughout by electricity. Daily qualified  
doctor and stewardesses are carried.  
For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE  
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARABIA"	4,483	Metzenlin.	August 12th, 1905.
"ADAGONIA"	5,198	Schmidt	September 1st, 1905.
"NICOMEDIA"	4,370	Wegmann	September 26th, 1905.
"NUMANTIA"	4,370	Feldmann	October 14th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and 4 Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to  
ALLAN CAMFRON, GENERAL AGENT.  
Hongkong, 25th July, 1905. [13]

## VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.  
P. & O. S. N. CO. LONDON  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.  
The Steamship

"CHUSAN."  
Captain H. W. Kenrick, B.N.R. carrying His  
Majesty's Mail, will be despatched from here for  
Bombay on SATURDAY, the 29th July,  
at NOON, taking passengers and cargo for the  
above ports in connection with the Company's  
s.s. "China," 7,912 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valmables, all cargo for France, and  
Tea for London (under arrangement), will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Persia," due  
in London on the 10th September, 1905.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 17th July, 1905. [1]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, ADEN, SUEZ  
AND PORT SAID.  
(Taking Cargo at through rates to the BRAZILS,  
TO SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE AND  
ADRIATIC PORTS.)  
The Company's Steamship

"CHINA."  
Captain Tomanovich, will be despatched as above  
on SATURDAY, the 29th inst., P.M.  
This steamer has capital accommodation for  
passengers, electric light and carries a doctor.  
For information as to Passage and Freight  
apply to  
SANDER, WIELE & CO.,  
Agents,  
Princes' Buildings.  
Hongkong, 8th July, 1905. [3]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND  
ANTWERP.  
THE Steamship  
"BENARTY."  
Captain Sarcel, will be despatched on or about  
the 2nd August.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 20th July, 1905. [1



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.	
GLASGOW and LIVERPOOL	"MACHAON"	On 14th August.	
GLASGOW and LIVERPOOL	"ORESTES"	On 24th August.	
GLASGOW and LIVERPOOL	"ULYSSES"	On 3rd September.	
GLASGOW and LIVERPOOL	"PELLEUS"	On 13th September.	
GLASGOW and LIVERPOOL	"ALCINOUS"	On 23rd September.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 3rd October.	
GLASGOW and LIVERPOOL	"JASON"	On 13th October.	
GLASGOW and LIVERPOOL	"TEUKAT"	On 23rd October.	

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 7th August.	
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.	
LONDON, AMSTERDAM and ANTWERP	"STENTOR"	On 25th August.	
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 29th August.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 12th September.	
LONDON, AMSTERDAM and ANTWERP	"YANGTZE"	On 20th September.	
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 28th September.	

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

## THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBÉ and YOKOHAMA	"MACHAON"	On 7th August.	
"JASON"	On 3rd September.		
FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TELEMACHUS"	On 20th July.	
"NINGCHOW"	On 17th August.		

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS. [9-10]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SWATOW, WEIHAIWEI, CHEFOO, NINGPO and SHANGHAI	"KANSU"	On 28th July.	
"TIENSIN"	On 30th July.		
"TANIKU"	On 1st August.		
"SUNGKIANG"	On 2nd August.		
FROM	STEAMERS	TO	DATE
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILLÉ, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 2nd August.	

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified  
Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS. [11]

Hongkong, 26th July, 1905.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE
TIENSIN via SWATOW and CHEFOO	"ESANG"	Thursday, 27th July, 3 p.m.	
"MANILA"	"LOONGSANG"	Friday, 28th July, 4 p.m.	
"SHANGHAI"	"KWONGSANG"	Friday, 28th July, 3 p.m.	
SINGAPORE, SOERABAYA and SAMARANG	"HOPSANG"	Wednesday, 2nd Aug., 3 p.m.	
SANDAKAN via KUDAT	"MAUSANG"	Thursday, 3rd Aug., 3 p.m.	
"SINGAPORE, PENANG and CALOUTTA"	"NAMSANG"	Thursday, 3rd Aug., Noon.	

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze  
Ports.

\* Taking Cargo on Through Bills of Lading to Lahad Dato, Simporna, Tawau, Uenkan,  
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS. [12]

Hongkong, 25th July, 1905.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBL	2540	A. H. Noh	Manila	Sat., 25th July, Noon.
ZAFIRO	2540	R. Rodger	Manila	Sat., 5th Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS. [13]

Hongkong, 24th July, 1905.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
S.S. "INDRAWADI" ..... On 10th August.  
S.S. "SIERRA BLANCA" ..... On 20th September.

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS. [1004]

Hongkong, 25th July, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. Proposed SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
"EMPEROR OF CHINA" 6000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.  
"ATHENIAN" 3882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.  
"EMPEROR OF INDIA" 6000 Tons Com. E. Bootham, R.N.R. WEDNESDAY, 23rd Aug.  
"TARTAR" 4425 Tons Com. W. Davidson, R.N.R. WEDNESDAY, 18th Sept.  
"EMPEROR OF JAPAN" 6000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.  
Hongkong to London, 1st Class ..... via St. Lawrence 260. via New York 262.  
Intermediate on Steamers ..... 240. 242.  
and 1st Class Rail ..... 240. 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the  
Inland Sea of Japan, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
R. Pender Street.

## VESEL ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(CALLING AT TONKIN, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
etc.)

THE Steamship  
"EMPIRE"  
Captain Helms, will be despatched for the  
above ports on WEDNESDAY, the 9th  
August, at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the  
Electric Light.

A daily qualified Surgeon and Stewards  
are carried.

N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LYVINGSTON & CO.,  
Agents.

Hongkong, 18th July, 1905. [1706]

## SHIPPING IN PORT.

STEAMERS.

ALDESHOT, British str., 1354, Adam, 24th  
July, Chinkiang 20th June, General—  
Doddwell & Co.

AMIGO, German str., 992, J. Ineson, 24th July,  
Hankow 18th July, Peking 20th and  
Hohow 22nd, Rice and General—Jensen  
& Co.

ARDOVA, British str., 2270, W. L. Smith, 16th  
July, Meiji 10th July, Coals—Mitsui  
Bussan Kaisha.

BENEDICT, British str., 2598, Potter, 25th  
July, London 10th June and Singapore  
19th July, General—Gibb, Livingstone & Co.

BORRHO, German str., 1244, F. Schmitt, 24th  
July, Sandakan 16th July, General—  
Melchers & Co.

CATHERINE APOL, British str., 1750, A.  
Stewart, 24th July, Singapore 18th July,  
General—David Sassoon & Co.

CHANGCHOW, British str., 1213, M. Edwards,  
25th July, Singapore 19th July, General.  
Chinese.

CHINA, American str., 3180, D. E. Fries, 19th  
July, San Francisco 17th June and Manila  
17th July, Mails and General—P. M.  
S. S. Co.

CITY OF BIRMINGHAM, British steamer, 90,  
J. Watson, 14th May, Grimsby 26th Mar.  
—Order.

COULSON, British str., 2772, I. J. Henry,  
22nd July, New York 21st May, General  
—Order.

CRAIGHEAD, British str., 2868, Milne, 13th  
July, New York 25th April, Case Oil—  
Standard Oil Co.

DARIN MARU, Japanese str., 900, H. Ohta,  
25th July, Amoy 23rd June and Swatow  
24th, General—Osaka Shosen Kaisha.

EMPEROR OF CHINA, British str., 3048, R.  
Archibald, R.N.R., 25th July, Vancouver  
3rd July and Shanghai 22nd, Mails and  
General—C. P. R. Co.

ESANG, British str., 1127, S. J. Payne, 21st  
July, Tientsin and Chefoo 14th July,  
General—Jardine, Matheson & Co.

EVA, Norwegian str., 4700, Salvesen, 10th  
July, Cardiff 17th May, Cent.—Order.

EVANSDALE, British str., 2468, Wm. Burgess,  
18th July, Calcutta 3rd July, Coals.  
Doddwell & Co.

FORESTER CASTLE, British str., 1800, J. Ogilvie,  
20th July, Calcutta 27th June, Coal,  
Doddwell & Co.

HAMOI, French str., 738, N. P. Merdes, 24th  
July, Haiphong 19th July and Hothow  
24th, Pigs and General—A. R. Marty.

HEIM, Norwegian str., 757, Alb. Erikson, 25th  
July, Bangkok 17th July, Rice—Chinese.

HORNZOLLEN, German str., 6680, O. Knecht,  
20th July, from Genoa, Ballast—Mel-  
chers & Co.

KANSU, British str., 1141, J. L. Dawson, 23rd  
July, Tientsin, Chefoo, Shanghai, and  
Swatow 22nd July, General—Butterfield  
& Swire.

KENILWORTH, Amr. ship, 2175, Colley, 23rd  
July, Manila 20th July, Ballast—Master.

KENSINGTON, British str., 2247, Dover, 22nd  
July, Salina Cruz 19th June, Ballast—  
China Commercial S.S. Co.

KOWLOON, German str., 2318, H. Stehr, 20th  
July, Chinkiang 10th July, Elec-  
tron—Siemssen & Co.

KWANGSUNG, Chinese str., 1408, R. Lincoln,  
21st July, Shanghai 18th July, General—  
C. M. S. N. Co.

KWONGSANG, British str., 1428, W. P. Baker,  
24th July, Shanghai 20th July and Swatow  
23rd, General—Jardine, Matheson & Co.

LABRETS, British str., 1341, J. B. Jackson,  
20th July, Saigon 16th July, General—  
Chinese.

LISA, Swedish str., 1577, H. Horn Dahl, 21st  
July, Kobe 17th July, General—Chinese.

LOONGSANG, British str., 1092, G. S. Weigall,  
24th July, Manila 21st July, General—  
Jardine, Matheson & Co.

LOOSCH, German str., 1020, G. Schultzen, 22nd  
July, Bangkok 15th July, Rice—Butter-  
field & Swire.

MAGALLANES, American str., 716, A. Yezabal,  
18th July, Manila 16th July, Sugar—  
Order.

MAUSANG, British str., 1544, E. Houghton, 21st  
June, Sandakan 18th July, Timber and  
General—Jardine, Matheson & Co.

MERCEDIS, British str., 3390, McGregor, 14th  
July, Weihaiwei 9th July, Ballast—  
Order.

NETHERLOW, British str., 2577, John Simpson,  
19th July, Sydney 20th July, Coals—  
Arnold, Karberg & Co.

POSHAN, German str., 1799, Lomcke, 24th  
July, Saigon 20th July, General—Jensen  
& Co.

PROGRESS, German str., 685, F. Bremer, 13th  
July, Cebu 12th July, General—Hani-  
burg-Amerika Linie.

RUBI, British str., 1619, A. H. Nohley, 25th  
July, Manila 21st July, General—Shewan,  
Tomes & Co.

SAMRIA, German str., 5323, Laming, 24th  
July, Hamburg and Singapore 18th July,  
General—Hamburg-Amerika Linie.

TEDEMACUS, British str., 4302, J. E. Good-  
win, 23rd July, Tientsin (U.S.A.) via  
Japan 3rd June, General—Butterfield  
& Swire.

TIENSIN, British str., 1227, Gibbs, 27th July,  
Chinkiang and Weihai 16th July, General—  
Butterfield & Swire.

WONGKOT, German str., 1170, W. Reber, 21st  
July, Bangkok and Swatow 30th July,  
Rice—Butterfield & Swire.

SAVING SAILINGS.

LAWHILL, British str., 2749, J. C.  
Jarvis, 3rd June, New York 27th Jan.,  
Case Oil—Standard Oil Co.

TRAVANCORE, British ship, 1900, Chamberlin,  
8th June, toward from Harbin Bay by tag  
Robert Cooke.

HIS BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Albatross, despatch-boat, 1700 tons, 10 guns,  
3,000 h.p., Com. R. M. Harbord, Weihaiwei  
Andromeda, cruiser, 12,500 tons, 16 guns, 16,500  
i.h.p., Capt. Nelson Ommanney, Weihaiwei  
Arcturion, torpedo boat destroyer, 550 tons, 6 guns,  
7,000 h.p., Lieut. Comdr. E. Henniker  
Horn, Weihaiwei  
Ardent, 2nd class cruiser, 4,380 tons, 10 guns,  
7,000 i.h.p., Captain Lionel G. Tufnell,  
Shanghai  
Bonaventure, 2nd class cruiser, 4,360 tons, 10  
guns, 7,000 i.h.p., Capt. H. H. Torlesse,  
Weihaiwei  
Cadmus, British sloop, 1,070 tons, Capt. H. da  
Cane Luard, Weihaiwei  
Clio, British sloop, 1,070 tons, Captain H. D.  
Widdell, D.S.O., Yangtze  
Dios, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. H. B. Sullivan, E.N., Weihaiwei  
Diadem, 1st class cruiser, 11,000 tons, 16 guns,  
10,800 h.p., Capt. H. W. Savory, Weihaiwei  
Erne, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. B. R. Bather, Weihaiwei  
Ettrick, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. Lewis, Weihaiwei  
Esk, torpedo boat destroyer, 550 tons, Comdr.  
A. F. Everett, Weihaiwei  
Fame, torpedo boat destroyer, 360 tons, 6 guns,  
5,700 h.p., Lieut. Comdr. Stevenson,  
Weihaiwei  
Glory, battleship, 12,950 tons, 16 guns, 18,500  
h.p., Capt. Hon. W. G. Stopford, Weihaiwei  
Handy, torpedo boat destroyer, 280 tons, 6 guns,  
4,000 h.p., Lieut. Comdr. May, Weihaiwei  
Hart, torpedo boat destroyer, 280 tons, 6 guns,  
4,000 h.p., Lieut. Comdr. Richards, Hong-  
Kong  
Hecles, special torpedo vessel, 600 tons, 2400  
h.p., Capt. E. F. Chaston, Weihaiwei  
Hogue, cruiser, 12,000 tons, 14 guns, 21,000 h.p.,  
Captain Shortland, Weihaiwei  
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns,  
7,000 i.h.p., Capt. Fawcett, Weihaiwei  
Richey, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. C. Seymour, Weihaiwei  
Janina, torpedo boat destroyer, 280 tons, 6 guns,  
3,900 h.p., Lieut. Comdr. Durrall, Hongkong  
Kinsha, river gunboat, 381 tons, Lieut. Com-  
E. V. F. H. Dugmore, on Yangtze  
Moonbeam, river gunboat, 180 tons, 2 guns,  
Lieut. Comdr. F. B. Noble, West River  
Otter, torpedo boat destroyer, 350 tons, 6 guns,  
6,300 h.p., Lieut. Comdr. Kiddie, Weihaiwei  
Rambler, surveying-ship, 583 tons, Comdr.  
Chas. E. Monro, Borneo  
Robin, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. Yangtze, Hongkong  
Sandpiper, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. H. P. Atlay, West River  
Shrim, 2nd class cruiser, 3,600 tons, 8 guns, 6,300  
i.h.p., Capt. C. H. H. Moore, en route  
Singapore  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut. Comdr. Ernest W. G. Davidson, on  
Yangtze  
Sutley, 1st class cruiser, 12,000 tons, 14 guns,  
21,000 h.p., Captain Wm. L. Grant,  
Hongkong  
Tamar, receiving ship, 4,600 tons, 6 gun,  
Commodore C. G. Dickson, at Hongkong  
Teal, river gunboat, 180 tons, 2 guns, Lieut.  
Comdr. Sorensen, on Yangtze  
Virago, torpedo boat destroyer, 360 tons, 6 guns,  
6,300 h.p., Lieut. Comdr. J. A. Gregory  
Weihaiwei  
Waterwitch, surveying ship, 620 tons, 450 i.h.p.,  
Comdr. A. W. Glenzie, surveying  
Whiting, torpedo boat destroyer, 350 tons, 6  
guns, 5,700 h.p., Lieut. Comdr. C. B. L.  
Thomas, Weihaiwei  
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,  
Lieut. Comdr. G. B. Spicer-Simson, Yangtze  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Comdr. Hugh Somerville, Yangtze  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Comdr. J. F. Knox, Yangtze

## BANKS

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902

### THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000  
CAPITAL PAID-UP ..... 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy, Anping, Foochow, Keelung, Kobe, Nagasaki, Osaka, Shanghai, Tainan, Tamsui, Tokyo, Yokohama

### HONGKONG OFFICE:

4, QUEEN'S ROAD.  
Interest allowed on Current Account.  
Deposits received on terms which may be learned on application.

S. SHIGENAGA, Manager.  
Hongkong, 1st November, 1904. [1121]

### THE DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL ..... Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin, Calcutta, Hankow, Tientsin, Tsingtau, Yankow

### LONDON BANKERS:



## POST OFFICE NOTICES.

Mails for CANTON, SHANGHAI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.  
A mail for MACAO per S.S. *Wingchong* is closed every week-day at 5 p.m.  
Mails for NANKING, SHANGHAI, KUNMING, SHANGHAI, WUCHOW and CANTON are closed every week-day at 5 p.m. On Sundays the mails are closed at 9 a.m.  
No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE
Bangkok, Cebu and Hongkong	Wingchong	Thursday, 27th, 9.00 a.m.
Macao	Wingchong	Thursday, 27th, 11.00 a.m.
Swatow, Chefoo and Tientsin	Wingchong	Thursday, 27th, 1.15 p.m.
Shanghai	Wingchong	Thursday, 27th, 3.00 p.m.
Shanghai	Wingchong	Thursday, 27th, 4.00 p.m.
Sourabaya	Wingchong	Thursday, 27th, 5.00 p.m.
Swatow, Amoy and Poochow	Wingchong	Friday, 28th, 9.00 a.m.
Hongkong	Wingchong	Friday, 28th, 10.00 a.m.
Swatow, Wei-hai-wei, Chefoo and Tientsin	Wingchong	Friday, 28th, 11.00 a.m.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	China	Registration, 10.00 a.m. (Registration with late fee of 10 cents, up to 10.30 a.m.)
Supplementary mail on board up to the time fixed for departure of the mail	China	Letters, 11.00 a.m.
Extra Postage 10 cents	China	Friday, 28th, 1.15 p.m.
Shanghai	China	Friday, 28th, 2.00 p.m.
Shanghai	China	Friday, 28th, 3.00 p.m.
Shanghai	China	Saturday, 29th, 9.00 a.m.
Shanghai	China	Saturday, 29th, 10.00 a.m.

TO-MORROW.  
Sole, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

26th July.

ON LONDON.—	Telegraphic Transfer	1101
Bank Bills, on demand	1101	
Bank Bills, at 30 days' sight	1101	
Bank Bills, at 4 months' sight	1101	
Credits, at 4 months' sight	1101	
Documentary Bills, 4 months' sight	1101	
ON PARIS.—		
Bank Bills, on demand	237	
Credits, 4 months' sight	240	
ON GERMANY.—		
On demand	193	
ON NEW YORK.—		
Bank Bills, on demand	46	
Credits, 60 days' sight	46	
ON HAMBURG.—		
Telegraphic Transfer	140	
Bank, on demand	141	
ON CALCUTTA.—		
Telegraphic Transfer	140	
Bank, on demand	141	
ON SHANGHAI.—		
Bank, at sight	71	
Private, 30 days' sight	72	
ON YOKOHAMA.—	On demand	121
ON MANILA.—	On demand	113
ON SINGAPORE.—	On demand	113
ON BATAVIA.—	On demand	113
ON HATYONG.—	On demand	113
ON SAIKONG.—	On demand	113
ON BANGKOK.—	On demand	113
SOVEREIGNS, Bank's Buying Rate	10.45	
GOLD LIRA, 100 fine, per tola	55.50	
BAN SILAR, per 100	27.5	

## OPIUM.

Quotations are—	Allow 1/2 cent to 1 penny.
Malwa New	11180 to
Malwa Old	11200 to
Malwa Older	11300 to
Malwa Y. Old	11360 to
Persian Extra Quality	11700 to
Persian Extra Quality	11700 to
Persian Old	11050 to
Bengal New	11050 to
Bengal Old	11050 to

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The I.G.M. str. *Prinz Sigismund* left Sydney on Saturday, the 24th July at 2 p.m., and may be expected here on Monday, the 31st July.  
The I.G.M. str. *Prinz Eitel Friedrich* left Cologne on Friday, p.m., and may be expected here on Tuesday, the 1st August.  
The I.G.M. str. *Schleswig* left Kobe via Nagasaki and Shanghai on the 24th July, at 4 a.m., and may be expected here on Tuesday, the 1st August.

THE AMERICAN MAIL.  
The O. & O. str. *Doric* sailed from Yokohama on Friday, the 21st July, and may be expected here on the 1st August.

THE CANADIAN MAIL.  
The C.P.R. str. *Empress of India* left Vancouver on Monday, the 24th July, p.m., for Hongkong via the usual ports of call.

THE H.A.L. str. *Amelia*, from Hamburg, left Moji for this port on the 22nd July, a.m., and may be expected here to-day, a.m.

The str. *Den of Cromie* left Singapore on the 22nd July, and is due here to-day.

The H.A.L. str. *Thetis* left Singapore for this port on the 23rd July, a.m., and may be expected here to-morrow, a.m.

The J.C.J. str. *Typhoon* left Moji via Swatow and Amoy for this port on the 16th July, and may be expected here on the 22nd July.

The J.C.J. str. *Lynx* left Macassar for this port on the 22nd July, and may be expected here on the 29th July.

The O.N. str. *Taiyuan* left Kobe via Kuchino on the 24th July, and is due here on the 31st July.

The H. & A. str. *Arabia* arrived at Yokohama on the 20th July, and is expected here on the 2nd August.

The Indo-China str. *Nemong*, from Calcutta and the Straits, left Singapore for this port on the 24th July at 5 p.m.

The Boston S.S. Co. str. *Tremont* sailed from Moji on the 19th July for Shanghai, Manila and Hongkong.

The str. *Sedona* sailed from New York on the 5th June.

The P. & A. str. *Arcton* left Portland on the 24th July, and is expected here on the 22nd August.

STEAMERS PASSED THE CANAL.  
July 4th—*Lombard*, Sydney, Pyrites, Kororo, Rhamia, Oceano, Atholl, Stuttgart, 7th—*Antenor*, Canda, Glenroy, Mochoa, Mericent, 11th—*Prinz Eitel Friedrich*, 14th—*Armand Behre*, Kinkab, Oopack, Ulysses, Indragama, Freya, Orestes, 15th—*Barotse*, Bengloe, Bantio, Pochontas, 21st—*Amam*,

## MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

## COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI" which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AI, ABC 5th Edition, Western Union Code used.

All Letters Addressed to MANAGER, MITSU BISHI CO., with name of place under.

BRANCH OFFICES: NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENTS: SHANGHAI, H. J. H. TRIPP.

HONGKONG: H. J. JEFFRIES.

MANILA: MACONDOY &amp; CO.

CHINKIANG: GRADING &amp; CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

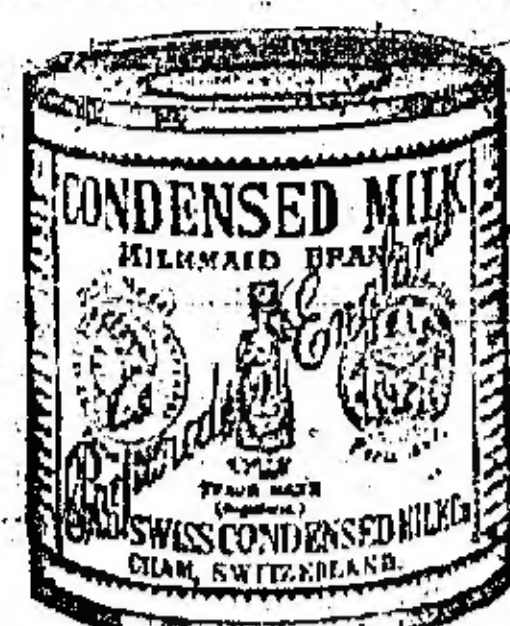
SOLE PROPRIETORS of Takashima, Ochi, Shinno, Namasuta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Luzon Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yamashita Coal (Kamatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries: Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.  
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.  
Hongkong, 15th February, 1905. [1087]

## Milkmaid BRAND Milk



Guaranteed Full Cream.

Largest Sale in the World.

## JOINT STOCK SHARES.

Hongkong, 26th July.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100.

Hanks—

Hongkong &amp; S'hai \$125 \$105, buyers

National B. of China 25 35, buyers

A. Shares 25 35, buyers

Bull's Head &amp; Co. 125 64 304, sales, x.d.

China Light &amp; P. Co. 112 117.5

China Provident 110 110

Soychee 110 110, buyers

Cotton Mills—

Ewo 110 110, buyers

International 110 110, buyers

Leong Kung Mow 110 110, buyers

Soychee 110 110, buyers

Dairy Farm 110 110, buyers

Docks and Wharves—

Farman, B. &amp; Co. 110 110, buyers

H. &amp; K. Wharf &amp; G. 110 110, buyers

H. &amp; W. Dock 110 110, buyers

New Amoy Dock 110 110, buyers

S'hai &amp; H. Wharf 110 110, buyers

Farwick &amp; Co. 110 110, buyers

G. Island Cement 110 110, buyers

Hongkong &amp; C. Gas 110 110, buyers

Hongkong Electric 110 110, buyers

Do. New 110 110, buyers

Hongkong Hotel Co. 110 110, buyers

Hongkong Ice Co. 110 110, buyers

Hongkong Kopo Co. 110 110, buyers

H'kong S. Waterboat 110 110, buyers

Insurance—

China Fire 110 110, buyers

China Traders 110 110, buyers

Hongkong Fire 110 110, buyers

North China 110 110, buyers

Union 110 110, buyers

Yangtze 110 110, buyers

Land and Building—

Hongkong Land 110 110, buyers

Hampshire's Estate 110 110, buyers

Do. New 110 110, buyers

Kowloon Land &amp; B. 110 110, buyers

Shanghai Land 110 110, buyers

West Point Building 110 110, buyers

Mining—

Charbonnages 110 110, buyers

Hais 110 110, buyers

Philippine Co. 110 110, buyers

Refineries—

China Sugar 110 110, buyers

Luzon Sugar 110 110, buyers

Steamship Companies—

China and Manila 110 110, buyers

Douglas Steamship 110 110, buyers

H. Canton &amp; S. 110 110, buyers

Indo-China S.N. Co. 110 110, buyers

Shell Transport Co. 110 110, buyers

Do. Preference 110 110, buyers

Do. Ferry 110 110, buyers

Do. Steamer 110 110, buyers

Shanghai &amp; B. Dying 110 110, buyers

South China M. B. 110 110, buyers

Steam Laundry Co. 110 110, buyers

Do. 110 110, buyers

Stores &amp; Dispensaries—

Campbell, M. &amp; Co. 110 110, buyers

Powell &amp; Co. Wm. 110 110, buyers

Watkins 110 110, buyers

Watson &amp; Co. A. S. 110 110, buyers

United Asbestos 110 110, buyers

Do. Foundries 110 110, buyers

VERNON &amp; SMITH, Brokers.

## HONGKONG TIDE TABLE.

From 27th July to the 2nd August.

To correct Zone Time add 23 min. and 18 sec.

HIGH WATER. LOW WATER.

Day of Week. Day of Month. Hongkong Mean Time. Height. Day of Week. Day of Month. Hongkong Mean Time. Height.

Thurs 27 m 4 40 6 6 11 11 11 11

Fri 28 m 5 20 7 7 12 12 12 12

Sat 29 m 6 0 8 8 13 13 13 13

Sun 30 m 6 40 9 9 14 14 14 14

Mon 31 m 7 20 10 10 15 15 15 15

Tues 1 m 8 0 11 11 16 16 16 16

Wed 2 m 8 40 12 12 17 17 17 17

Thurs 3 m 9 20 1 1 18 18 18 18

Fri 4 m 10 0 2 2 19 19 19 19

Sat 5 m 10 40 3 3 20 20 20 20

Sun 6 m 11 20 4 4 21 21 21 21

Mon 7 m 12 0 5 5 22 22 22 22

Tues 8 m 12 40 6 6 23 23 23 23

Wed 9 m 1 0 7 7 24 24 24 24

Thurs 10 m 1 40 8 8 25 25 25 25

Fri 11 m 2 0 9 9 26 26 26 26

Sat 12 m 2 40 10 10 27 27 27 27

Sun 13 m 3 0 11 11 28 28 28 28

## NOTICES TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "COULSDAN" FROM NEW YORK.

CONSIGNEES OF Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th July at 3 p.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th July will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 30th July, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ARNOLD KARBURG &amp; CO., Agents.

Hongkong, 22nd July, 1905. [1740]

FROM NEW YORK.

THE H.A.L. Steamship

Captain Hauss, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underinsured, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 31st July, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 24th July, 1905. [1751]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

Captain Luening, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underinsured, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 31st July, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 24th July, 1905. [1746]

S.S. "SYDNEY" COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London or via Cape of Good Hope, from Bordeaux or via Cape of Good Hope, and Central in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong &amp; Kowloon Wharf &amp; Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless notice is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underinsured. Goods remaining undelivered after Monday, the 31st July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st July, or they will not be recognized.

All damaged packages will be examined on Monday, the 31st July, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th July, 1905. [2]

NATAL LINE OF STEAMERS.

THE Underinsured GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service house for CAIRO, SUEZ, SINGAPORE, CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars apply to

DODWELL &amp; CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 189

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons, Captain H. D. Jones.  
S.S. "POWAN" 2,333 tons, Captain G. F. Morrison, R.N.R.  
S.S. "FATSHAN" 2,260 tons, Captain R. D. Thomas.  
S.S. "HANKOW" 3,073 tons, Captain C. J. Lloyd.  
S.S. "KINSHAN" 1,935 tons, Captain J. J. Loosius.